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REMARKS

In paragraph 7 of the Office Action issued 8 May 2006, the Examiner indicated that claims 11, 12, 19 and 20 would be allowable if rewritten in independent form including all the limitations of the base claim and any intervening claims. These claims have been maintained. Confirmation of allowance of these claims would be appreciated.

In this Amendment, the applicant has amended independent claims 1 and 13 to recite terminology which is believed to patentably distinguish Altmann, Gredy and Trethewey. In addition, the applicant has asserted new claims 21 to 24.

Taking into account the amended claims, the Applicant respectfully requests that the Examiner reconsider the rejection of the claims previously asserted on the grounds that those claims were anticipated or obvious in view of the disclosures in U.S. Patent Nos. 4,877,281, Altmann, and 2001/0036782, Gredy, or 5,588,476, Trethewey.

The Applicant respectfully submits that the variety and scope of alternative fasteners taught by Altmann, at column 4, lines 29-34, has been misconstrued. It is critical to note that Altmann teaches using *two different fasteners* for attaching each point of the liner 20 to the interior of the vehicle (see column 3, lines 14-21 and Figure 4). From the quoted passage and Figure 4, it is clear that Altmann uses liner fasteners 56 that attach to the liner 20 and vehicle fasteners 58 that attach to the vehicle interior. Therefore, *only vehicle fasteners 58 attach to the interior of the vehicle.*

Altmann discloses at column 4, lines 30-33, that "*other kinds* of fasteners may be attached ... to *other locations* along the perimeter of the roof 30". The Applicant submits that in the cited passage, Altmann is describing alternative embodiments of *liner fasteners*, *not vehicle fasteners*. This is clear from the description of where these "other kinds of fasteners may be attached to corners 40, 42, 44, and 46 and/or to other locations along the perimeter of roof 30" (see column 4, lines 30-33). The Applicant notes that corners 40, 42, 44 and 46, and roof 30, are parts of liner 20 and thus are connected to liner fasteners 56. Thus, the Applicant submits that *these alternative fasteners suggested by Altmann are liner fasteners and are not vehicle fasteners for attachment to the interior of the vehicle. It is clear that suction cups cannot attach to the fabric interior of the vehicle, such as the roof 30.*

The Applicant submits that at column 4, lines 44-45, Altmann describes the preferred embodiment for *vehicle fasteners* as "rings" which are attached to the vehicle with

"screws and tie wraps", and that Altmann does not suggest any alternative embodiments of vehicle fasteners. At column 4, lines 49-51, Altmann states that the liner 20 may be attached to "lift bars, door hinges, shock bumpers or similar *protrusions*". The Applicant submits that in this passage Altmann suggests attaching liner fasteners to the interior of the vehicles *directly*. In regard to attaching liner fasteners to the interior of the vehicle directly, the Applicant submits that Altmann does not teach or suggest *securing the liner 20 by attaching liner fasteners to any element which is not a protrusion near opening 36*. By teaching attachment of the liner fasteners to the interior of the vehicle only at protrusions near opening 36, *Altmann is teaching away from attachment to the windows*.

Lastly, at column 7, lines 17-18, Altmann states that "To remove liner 20, fasteners 36 are detached from fasteners 58". This statement reinforces the fact that Altmann is teaching two different types of fasteners with different functions.

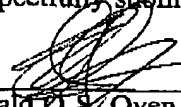
The Applicant further submits that Trethewey discloses securing a window shade to *one* window only. No prior art showing using suction cups to secure a *single article to more than one window* has been produced.

Regarding the newly asserted method claims, the Applicant submits that the claimed methods are neither taught nor suggested by the prior art. Regarding claim 25 in particular, the Applicant notes that Altmann teaches away from allowing the container to collapse over the load (see column 7, lines 14-16, where Altmann states "When attached to the vehicle, roof 30 should be stretched fairly smooth or taut so that roof 30 will not "saddleback" or dip down to become an obstacle during use of liner 20").

It is submitted that the existing claims as amended herein and the new claims as asserted are patentable and a Notice of Allowance is in order.

Respectfully submitted,

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